



CITY COUNCIL AGENDA REPORT

MEETING DATE: JANUARY 17, 2006

ITEM NUMBER:

**SUBJECT: ZA-05-77 MASTER PLAN AMENDMENT FOR PACIFIC MEDICAL PLAZA
1640 NEWPORT BOULEVARD**

DATE: JANUARY 3, 2006

FROM: DEVELOPMENT SERVICES DEPARTMENT/PLANNING DIVISION

PRESENTATION BY: KIMBERLY BRANDT, AICP, PRINCIPAL PLANNER

FOR FURTHER INFORMATION CONTACT: KIMBERLY BRANDT (714) 754-5604

RECOMMENDATION:

By adoption of the attached resolution, deny the applicant's request for relief from certain mitigation measures and a condition of approval related to the parking structure for the Pacific Medical Plaza located at 1640 Newport Boulevard.

BACKGROUND:

On October 18, 2004, City Council adopted the master plan (PA-02-36) for the Pacific Medical Plaza, which included a 4-story, 76,500 square-foot medical office building, a 3-level parking structure containing 359 spaces, and a surface parking lot containing 103 spaces. See Attachment 2 for vicinity map and site plan. Other entitlements that were processed concurrently with the master plan included a General Plan amendment to grant a site-specific floor area ratio of 0.40, a rezone to Planned Development Commercial, and a mobilehome park conversion permit. Council approved all these requests, in addition to certifying Final Environmental Impact Report (EIR) No. 1051 that was prepared for the proposed project.

On April 7, 2005, the Zoning Administrator approved an amendment to the master plan (ZA-05-17) to decrease the parking structure from 3 levels to 2 levels with a corresponding increase of 68 spaces in the surface parking lot. Interior landscaping was also reduced (4,275 square feet required; 39,950 square feet originally approved; 25,200 square feet as amended).

On November 23, 2005, the Zoning Administrator approved an additional amendment to the master plan (ZA-05-61) to increase the height of the parking structure from 2 levels to 3 levels on a portion of the parking structure and a minor conditional use permit to allow 29 compact parking spaces within the parking structure.

To date, the grading permit has been issued for the project and the medical office building is in Building plan check. The parking structure will be submitted for Building plan check, once Council has acted upon the applicant's current request for relief from certain EIR mitigation measures and a condition of approval regarding the parking structure's design and lighting.

This request is a master plan amendment that normally would be reviewed and acted upon by the Zoning Administrator with notice of the decision given to both Planning Commission and Council (as with the two previous master plan amendments). However, the Zoning Administrator has referred this application directly to Council, since the request involves Final EIR mitigation measures that Council adopted for the project. City Council review is required prior to any change to the adopted mitigation measures pursuant to the findings contained in Resolution 04-64 adopting the original master plan.

ANALYSIS:

The applicant is requesting relief from specific requirements that were placed as either a condition of approval or Final EIR mitigation measure on the Final Master Plan approval (PA-02-36). Each request is related to the parking structure, which is located to the rear of the property, closest to Orange Avenue. Provided below is a description of each request, a summary of the applicant’s justification, as well as staff’s analysis and recommendation. Please see Attachment 3, which contains the full text of the applicant’s requests. Attachment 3 contains the exhibits referenced below.

- 1. ***Parking structure architectural enhancements:*** The applicant requests relief from Condition of approval Number 14, the last sentence, which requires architectural enhancement of the parking structure’s easterly elevation. See underlined text below:

“14. The applicant shall submit final exterior elevation schemes and material samples of the office building and parking structure to the Planning Division for pre-plan check review and approval. Once the exterior elevations and materials have been reviewed and approved by the Planning Division, the exterior elevations shall be incorporated into the plan check drawings. The easterly elevation of the parking structure (which faces Orange Avenue) shall be enhanced with a combination of architectural treatments and landscaping to improve the parking structure’s appearance.”

Applicant’s Justification:

- Parking structure height (on the Orange Avenue elevation) has been reduced from original approval of 30 feet to 14 feet.
- Enhanced landscaping will mask the light impacts from the structure and any architectural enhancements added to the structure.

Staff’s Analysis:

- The parking structure height originally approved for the Orange Avenue elevation was three levels; the current approval is two levels (see Exhibits 1 and 2).
- Exhibit 3 illustrates the landscaping that is proposed to screen the parking structure. The primary screening element is Long-leafed Yellow-wood (Podocarpus henkelii) trees, which are slow growing. Therefore, upon the structure’s initial construction and until such time the trees mature, it would be readily visible to the residential neighborhood, east of Orange Avenue. Staff

notes that the trees are spaced closely together, and this will quicken the time to effectively screen the parking structure.

- As can be noted in Exhibit 2, the parking structure is proposed to be 16 feet high and constructed of concrete. Staff believes that this structure does not enhance the appearance of Orange Avenue or the residential neighborhood to the east.
- Furthermore, onsite landscaping may become diseased at a later date and require replacement, once again exposing the parking structure to Orange Avenue.
- Staff recommends retention of this condition of approval in its entirety.

2. ***Parking Structure- elimination of openings on east elevation and a portion of the north and south elevations.*** The applicant is also requesting relief from the following EIR mitigation measure related to the elimination of openings in the parking structure:

4.1-1 Bullet Number 4: *The parking structure shall be designed to eliminate the openings along Orange Avenue and along the north and south elevations for a minimum distance of 43 feet from the Orange Avenue elevation in order to minimize light spillage from the structure.*

Applicant's Justification:

- Enclosure of that portion of the parking structure will create an attractive nuisance for loitering, drinking, drug use, and sleeping.
- Reduces Police effectiveness for patrolling Orange Avenue and Fire Department access to the structure.
- The parking structure will create a large area for graffiti.

Staff's Analysis:

- Staff notes that this is an EIR mitigation measure that minimizes light impacts from the parking structure. As discussed above, the proposed landscaping will not provide an immediate mitigation to light impacts from within the parking structure upon its completion. Although the approved hours of operation for the medical office building are Monday through Friday, 7a.m. to 6 p.m., 24-hour security lighting within the parking structure and on its roof will be necessary. Although the security lighting shall be low level, it would be visible to Orange Avenue until the landscaping has matured enough to screen the structure.
- Police and Fire Departments will have the same ability to view and access the interior of the parking structure along Orange Avenue whether it is screened by thick landscaping or enclosed by a structural element.
- Also, potential problems related to people loitering in the parking structure will occur whether the parking structure's openings are screened by thick landscaping or by a solid structural element. Staff notes that fewer openings into the parking structure would make it easier to secure the structure (i.e. with wrought iron or gates), should a loitering problem arise.
- Staff notes that any building or structure is a potential target for graffiti.
- Staff supports retention of this mitigation measure.

3. **Parking structure light standard height:** The applicant is also requesting relief from the following EIR mitigation measures regarding the light standards' height on the structure's top level and the parapet wall height:

4.1-1 Bullet Number 5: *Lighting standards shall not extend above the parapet wall of the upper level of the parking structure.*

4.1-2: *Prior to the issuance of building permits, the parapet wall of the top level of the parking structure shall be designed to be a minimum of 6 feet, 6 inches high.*

Applicant's Justification:

- The parking structure's height has been reduced by one-half; the new design has no top level but only an angled driveway.
- An alternative lighting plan is proposed using standard light fixtures that adequately lights the parking structure with no light spillage. The EIR mitigation measure that restricts the light standards to not extend above the parapet wall of the top level results in lighting that falls short of the coverage and illumination minimums required by code (minimum 1 foot-candle)(Exhibit 4).
- As shown in Exhibit 5, only the top of the light standards will be visible from Orange Avenue.
- Of the apartment buildings that face the parking structure, only 4 units have windows that face the parking structure. As shown in Exhibit 5, the first light standard on the structure is 150 feet from the apartment buildings and due to the site's significant change in grade away from Orange Avenue; the light fixtures on the upper level will appear to be only slightly higher than the light standards in the surface parking lot.
- The parking structure will be heavily landscaped.
- The light spillage issue is overstated since the conditions of approval require lights on the upper level of the garage to be turned off no later than 7:30 p.m. For 6 months of the year the parking structure lights will not be turned on and during the winter, the light standards will be turned off after two and one-half hours of darkness.

Staff's Analysis:

The overall intent of these mitigation measures is to keep light levels to an absolute minimum at the rear of the project site in order to minimize impacts to the adjacent residential neighborhood. Although the proposed lighting plan results in an acceptable level of lighting adjacent to Orange Avenue (0.5 foot candles or less), the necessary night-time security lighting on and around the parking structure will make it visible in the evening. Staff also believes that a combination of lighting along the 6 ft. 6 inch high parapet walls and strategic placement of a limited number of light standards in areas where the light level is deficient would result in fewer light standards on the top level.

If Council wishes to allow light standards that exceed the height of the parking structure parapet wall, staff suggests that additional conditions of approval be applied requiring the light standards to be painted a color that blends with the background, reducing the height of the standards to a maximum of 12 feet, and requiring all the light standard fixtures to be directed away from Orange Avenue

and appropriately wired so that each standard may have its illumination reduced to 50% or less.

In respect to the height of the parapet wall, staff supports retention of the minimum height of 6 feet 6 inches on the top level. As shown in Exhibit 2, the applicant is proposing that the top-level concrete spandrel be a total height of 4 feet 6 inches. The addition of two feet to the parapet wall will allow the placement of lighting inside the wall's perimeter and provide further shielding of headlights and security lighting on the parking structure's top level.

For Council's information, a copy of all the project's conditions of approval and Final EIR mitigation measures are contained in Attachment 5.

ALTERNATIVES CONSIDERED:

Council may consider any of the following alternatives:

1. Deny the applicant's requests and thereby uphold the original Master Plan condition of approval and Final EIR mitigation measures.
2. Approve all or some of the applicant's requests for relief from certain mitigation measures and a condition of approval related to the parking structure with a finding that the proposed landscaping and lighting plan and reduced number of levels of parking levels adjacent to Orange Avenue adequately mitigate any potential lighting and aesthetic impacts to the residential neighborhood located to the east as previously identified in Final EIR #1051.

FISCAL REVIEW:

This request does not require any fiscal review

LEGAL REVIEW:

The City Attorney's Office has reviewed the resolution and approved it as to form.

ENVIRONMENTAL REVIEW:

If Council chooses to grant the applicant's request from any or all of the Final EIR mitigation measures, it will be necessary for Council to make a finding that the proposed landscaping, lighting, and/or reduced number of levels of parking levels adjacent to Orange Avenue adequately mitigate any potential lighting and aesthetic impacts to the residential neighborhood located to the east as previously identified in Final EIR #1051.

CONCLUSION:

Staff recommends retention of the Final EIR mitigation measures and condition of approval related to the parking structure design and lighting. Staff believes that these requirements best ensure compatibility with the residential neighborhood across Orange Avenue by providing immediate mitigation of the lighting and aesthetic impacts related to the parking structure.



KIMBERLY BRANDT, AICP
Principal Planner



DONALD D. LAMM, AICP
Deputy City-Mgr. – Dev. Svs. Director

DISTRIBUTION: City Manager
City Attorney
Public Services Director
City Clerk (2)
Staff (4)
File (2)

Joseph G. Brown
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Irvine CA 92612

Peter Buffa
2824 Nevis Circle
Costa Mesa CA 92626

ATTACHMENTS: 1 Draft Resolution
2 Vicinity map and site plan
3 Project Justification
4 Plans
5 Existing Master Plan Conditions of Approval and Final EIR mitigation measures

File Name: 011706ZA0577

Date: 122905

Time: 3:45 p.m.

RESOLUTION NO. 06-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COSTA MESA, CALIFORNIA, DENYING ZONING APPLICATION ZA-05-77 FOR THE PACIFIC MEDICAL PLAZA FINAL MASTER PLAN LOCATED AT 1640 NEWPORT BOULEVARD.

THE CITY COUNCIL OF THE CITY OF COSTA MESA HEREBY RESOLVES AS FOLLOWS:

WHEREAS, an application was filed by Peter Buffa, on behalf of Joseph G. Brown, property owner, with respect to the real property located at 1640 Newport Boulevard, requesting relief from certain mitigation measures and a condition of approval related to the parking structure for the Pacific Medical Plaza located at 1640 Newport Boulevard final master plan.

WHEREAS, the City Council certified Final Environmental Impact Report (EIR) No. 1051 (State Clearinghouse Number 2003071089) as complete and adequate in that it addresses all environmental effects on the project and fully complies with the requirements of CEQA, the CEQA Guidelines, and the City of Costa Mesa Environmental Guidelines and adopted the final master plan (PA-02-36) on October 18, 2004, by separate resolutions.

WHEREAS, the Zoning Administrator has approved two subsequent amendments to the final master plan (ZA-05-17 and ZA-05-61) that included a reduction in the number of levels for the parking structure on its easterly elevation that faces Orange Avenue.

WHEREAS, a duly noticed public hearing was held by the City Council on January 17, 2006.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COSTA MESA that, based on the evidence in the record and the findings contained in Exhibit "A" the City Council hereby **DENIES** Zoning Application ZA-05-77.

PASSED AND ADOPTED this 17th day of January 2006.

Mayor, City of Costa Mesa

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF COSTA MESA)

I, Julie Folcik, City Clerk of the City of Costa Mesa, hereby certifies that the above and foregoing Resolution No. ___ was duly and regularly passed and adopted by said City Council at a regular meeting thereof held on the ___ day of _____, 2006.

IN WITNESS WHEREOF, I have hereby set my hand and affixed the Seal of the City of Costa Mesa this ___ day of _____, 2006.

City Clerk of the City of Costa Mesa

EXHIBIT "A"

FINDINGS

1. The information presented does not substantially comply with the requirements of the Costa Mesa Municipal Code. The proposed project does not comply with Section 13-29(g)(5)(a) of the Costa Mesa Municipal Code in that granting relief from a condition of approval and Final EIR mitigation measures regarding the parking structure design and lighting does not meet the broader goals of the 2000 General Plan, and the zoning regulations for the Planned Development Commercial zoning district for exhibiting excellence in design, site planning, integration of uses and structures and protection of the integrity of neighboring residential and commercial development.
2. The proposed project does not comply with Costa Mesa Municipal Code Section 13-29 (e) because the proposed parking structure design and its lighting and landscaping are not compatible and harmonious with the residential uses to the east of the project site.
3. The mitigation measures from Final EIR No. 1051 are still applicable to the master plan project. If any of the mitigation measures are removed, the City Council must make a finding that the project will not result in significant environmental impacts, that the condition(s) is within the responsibility and jurisdiction of another public agency, and/or that specific economic, social or other considerations make the mitigation measure(s) infeasible.

CONDITIONS OF APPROVAL (if approved)

PIng.

1. With the exception of the condition of approval removed as part of this master plan amendment, the remaining conditions of approval for PA-02-36/ZA-05-17/ZA-05-61 are still applicable to the master plan.
2. With the exception of the mitigation measures removed as part of this master plan amendment, the remaining mitigation measures from EIR No. 1051 adopted for PA-02-36 are applicable to the master plan and are on file in the City of Costa Mesa Planning Division. If any of the mitigation measures are removed or modified, the City Council must make a finding that the project will not result in significant environmental impacts, that the condition(s) is within the responsibility and jurisdiction of another public agency, and/or that specific economic, social or other considerations make the mitigation measure(s) infeasible.
3. Any light standards on the parking structure that extend above the height of its parapet wall shall be:
 - a. Limited to no more than 12 feet in height;
 - b. Painted a color that blends with the overall background;
 - c. Designed with light fixtures that are directed westward, away from Orange Avenue.
 - d. Wired in such a manner that allows the illumination of each light standard to be reduced to 50% or less.
4. This Master Plan amendment shall not become effective until such time the applicant submits a written acknowledgement and intent to comply with these conditions of approval and Final Environmental Impact Report Number 1051 mitigation measures.

ATTACHMENT 2

VICINITY MAP AND SITE PLAN

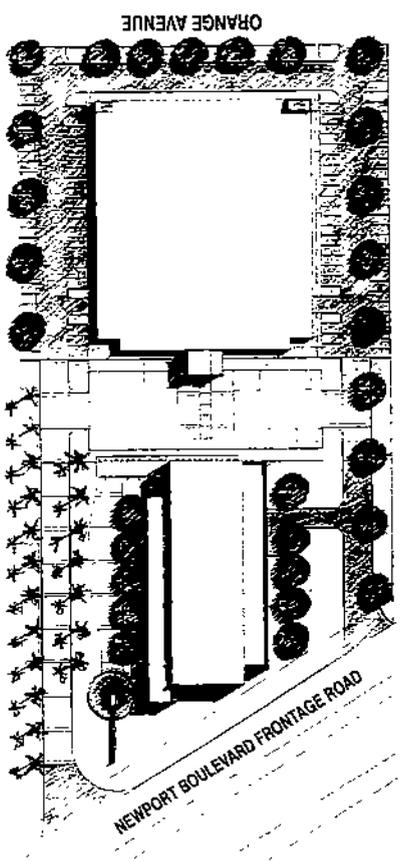




STREET LEVEL RENDERING



AERIAL RENDERING



SITE PLAN

FIGURE 3.4

LSA

Pacific Medical Plaza
 (16226/1640 Newport Blvd, Costa Mesa)
 Project Renderings

SOURCE: HEI I MITTI, OBATA, & KASSABAUM, INC.

\\ACCM330\G3R\renderings.edr (4/30/04)

ATTACHMENT 3
PROJECT JUSTIFICATION

**CITY OF COSTA MESA PLANNING APPLICATION
DATED DECEMBER 7, 2005**

PROJECT JUSTIFICATION

The application attached to this form references clauses in the Conditions of Approval, and Mitigation Measure Implementation and Monitoring Checklist found in City Council Resolution No. 04-64.

(Conditions and mitigation measures are reprinted in italics)

CONDITIONS OF APPROVAL EXHIBIT "A", PARAGRAPH 14:

The applicant shall submit final exterior elevation schemes and material samples of the office building and parking structure to the Planning Division for pre-plan check review and approval. Once the exterior elevations and materials have been reviewed and approved by the Planning Division, the exterior elevations shall be incorporated into the plan check drawings. The easterly elevation of the parking structure (which faces Orange Avenue) shall be enhanced with a combination of architectural treatments and landscaping to improve the parking structure's appearance.

With the recent approval of zoning action ZA-05-61, the applicant voluntarily reduced the height of the parking structure from thirty feet to fourteen feet. Cutting the height of the structure by over 50% greatly reduces both the structure's profile along Orange Avenue and the need for enhanced architectural treatments.

Also, as presented later in this application, we are proposing a revised and enhanced landscaping plan to address the issue of light impacts on adjacent properties. If approved, that landscaping plan will mask the building to such a degree that enhanced architectural details will be virtually hidden from Orange Avenue. We therefore request relief from the architectural enhancements referenced in this condition.

RECEIVED
CITY OF COSTA MESA
DEVELOPMENT SERVICES DEPARTMENT
DEC 21 2005

MITIGATION MEASURE IMPLEMENTATION SCHEDULE AND MONITORING CHECKLIST SUBSECTIONS;

4.1-1, BULLET POINT NUMBER 4

- *The parking structure shall be designed to eliminate the openings along Orange Avenue and along the north and south elevations for a minimum distance of 43 feet from the Orange Avenue elevation in order to minimize “light spillage” from the structure.*

We are requesting that the east face of the parking structure along Orange Avenue and the 43 feet on the North and South sides will not be enclosed. In addition to being a significant cost issue, enclosing the east face of the parking structure will create an attractive nuisance that will quickly lead to serious problems for the residents and businesses in the area.

We have owned this property and others nearby for many years and along with other business owners nearby can attest first-hand to the constant problem of homeless individuals seeking shelter throughout the day and night in this area – in, under and behind any “welcoming” structure. Enclosing the parking structure along Orange will create at least three serious impacts:

- 1.0 An enclosed area for loitering, drinking, illegal drug sales and use, and individuals sleeping throughout the night and day.
- 2.0 Reduced effectiveness and increased difficulty for police patrolling along Orange, reduced fire department access and the greatly increased difficulty of fighting car fires in an enclosed garage.
- 3.0 A large, irresistible palette for “taggers” – another constant problem in the area.

4.1-1, BULLET POINT NUMBER 5

- *Lighting standards shall not extend above the parapet wall of the parking structure.*

4.1-2

- *Prior to issuance of building permits, the parapet wall of the top level of the parking structure shall be designed to be a minimum of 6 feet, six inches high.*

In addition to the height of the parking structure having been reduced by one half, the new design has no “top level,” but only an angled driveway, both of which renders this condition moot for the most part.

In addition, the applicant proposes an alternative lighting plan for the upper level (now an angled driveway) of the parking structure, utilizing standard light fixtures, versus the parapet wall and wall-mounted lights proposed by staff.

The lighting plan proposed by staff has been thoroughly tested by our lighting consultants numerous times and the proposed use of wall-mounted lights falls far short of the coverage and illumination minimums required by code.

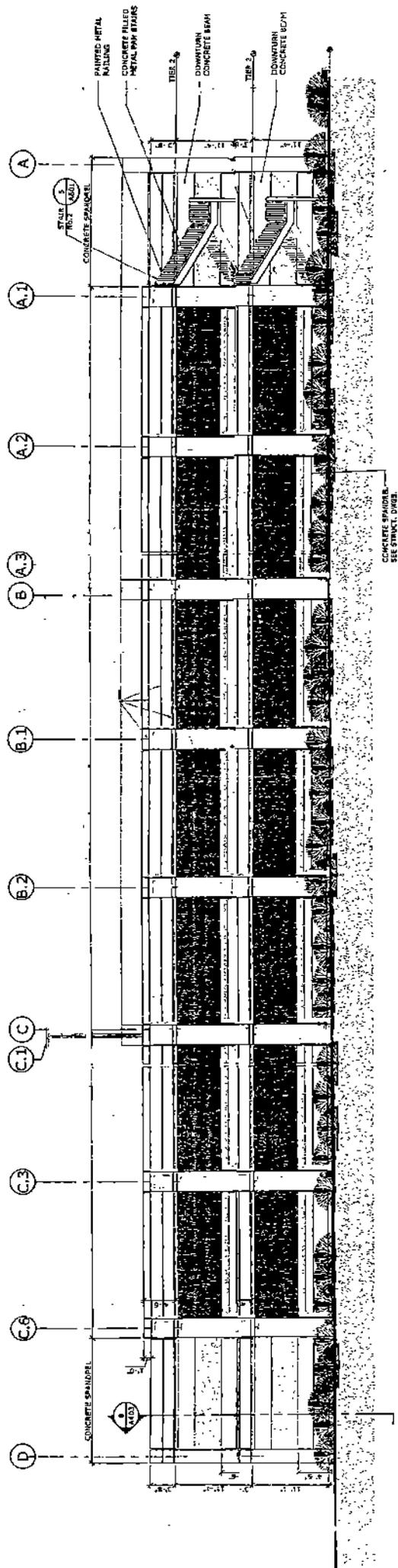
The proposed alternative plan, using standard light fixtures, not only fulfills the code requirements but allows virtually no light spillage beyond the parking structure itself. The top of the light standards themselves will be visible from street level, but that represents a very minor visual impact for a number of reasons.

One, the only adjacent residential is the apartments along Orange, which actually face Ogle, not Orange, with the exception of one unit. Of all the apartments, only four units have windows that face the project site at all. Two, the parking structure will be both heavily landscaped and set back well away from Orange, with the first light standard on the structure some 150 feet from the apartments across the street. Three, and perhaps most important, due to the site's significant change in grade away from Orange Avenue, the light fixtures on the upper level of the parking structure will appear to be just slightly higher than the light fixtures in the surface parking lot.

We also believe the issue of light spillage has been largely overstated considering a number of natural factors. One, the conditions of approval require that the lights on the upper level of the garage be turned off no later than 7:30PM, meaning, for 6 months of the year, the facility will be closed before dark and the lights in question will never even be turned on. Lastly, even during the winter months, the issue will be moot after just two and a half hours of darkness.

ATTACHMENT 4

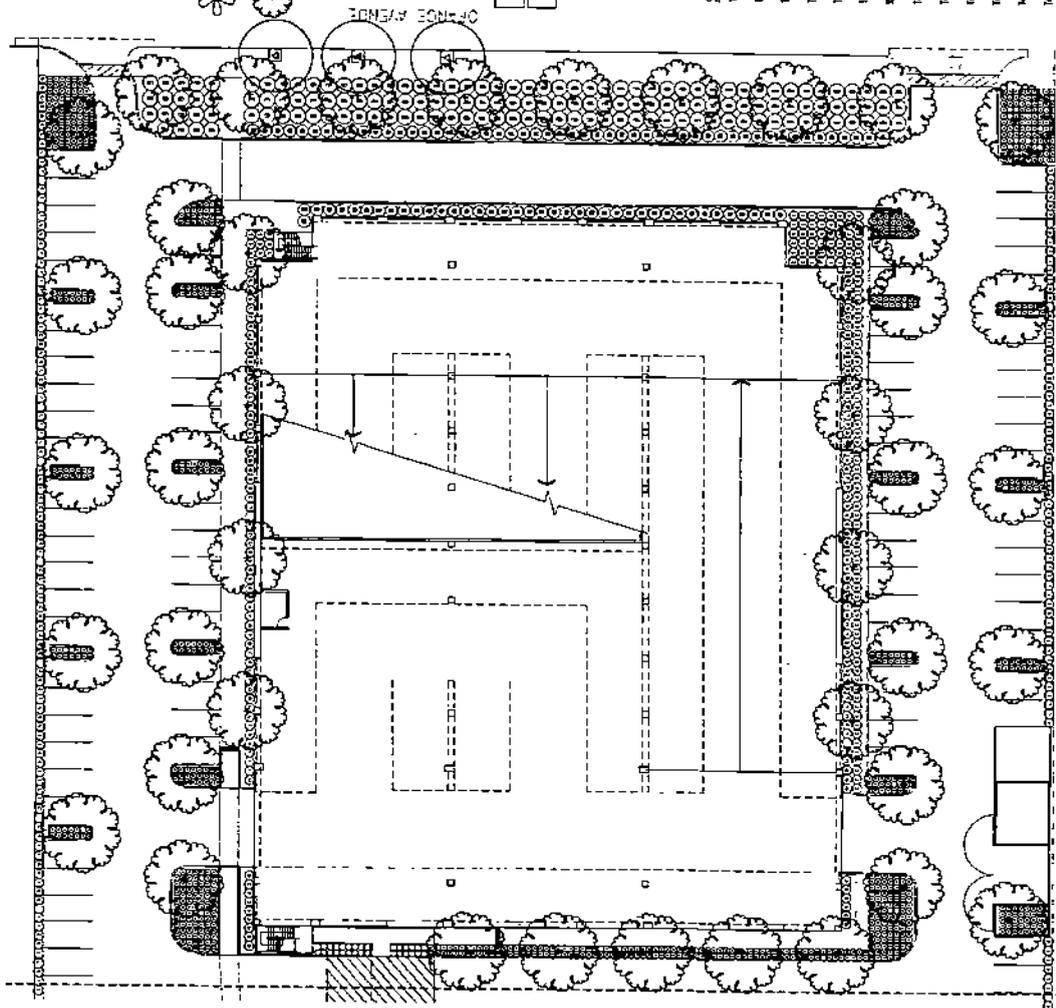
PLANS



Original plan as approved In City Council's, resolution No. 04-64 30 ft. height
 (note need for light spillage control)

ORIGINAL ORANGE ELEVATION
 EXHIBIT 1
 ZA-05-077

A



PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CITY REMARKS
(Circle with cross)	FRAXINUS	ASH	14' DIA.	1
(Circle with dots)	QUERCUS	WHITE OAK	14' DIA.	2
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	3
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	4
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	5
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	6
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	7
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	8
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	9
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	10
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	11
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	12
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(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	15
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	16
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	17
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	18
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(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	23
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(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	37
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(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	39
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	40
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	41
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(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	43
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	44
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	45
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(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	47
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	48
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	49
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	50
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	51
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	52
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	53
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	54
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	55
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	56
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	57
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	58
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	59
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	60
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	61
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	62
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	63
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	64
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	65
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	66
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	67
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	68
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	69
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	70
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	71
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	72
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	73
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	74
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	75
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	76
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	77
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	78
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	79
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	80
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	81
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	82
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	83
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	84
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	85
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	86
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	87
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	88
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	89
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	90
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	91
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	92
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	93
(Circle with vertical lines)	QUERCUS	WHITE OAK	14' DIA.	94
(Circle with horizontal lines)	QUERCUS	WHITE OAK	14' DIA.	95
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	96
(Circle with wavy lines)	QUERCUS	WHITE OAK	14' DIA.	97
(Circle with concentric circles)	QUERCUS	WHITE OAK	14' DIA.	98
(Circle with solid fill)	QUERCUS	WHITE OAK	14' DIA.	99
(Circle with diagonal lines)	QUERCUS	WHITE OAK	14' DIA.	100

SITE LANDSCAPING

Total site area:	18,117 S.F.
Total landscape area:	6,275 S.F.
Total landscape area:	64,105 S.F.
Total number of trees required:	231
Total number of trees provided:	196
Total number of evergreen trees provided:	155
% of trees 2 1/2" less or larger provided:	100%
Total number of plants provided:	170
Total number of plants provided:	26
Total number of plants provided:	26
Total number of plants provided:	1,847
Total number of plants provided:	3,000
Total number of 5 gallon plants provided:	1,307

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EXHIBIT 3 LANDSCAPE PLAN

Z:\05-077

EXHIBIT 4

Surface mount at 6' 6"

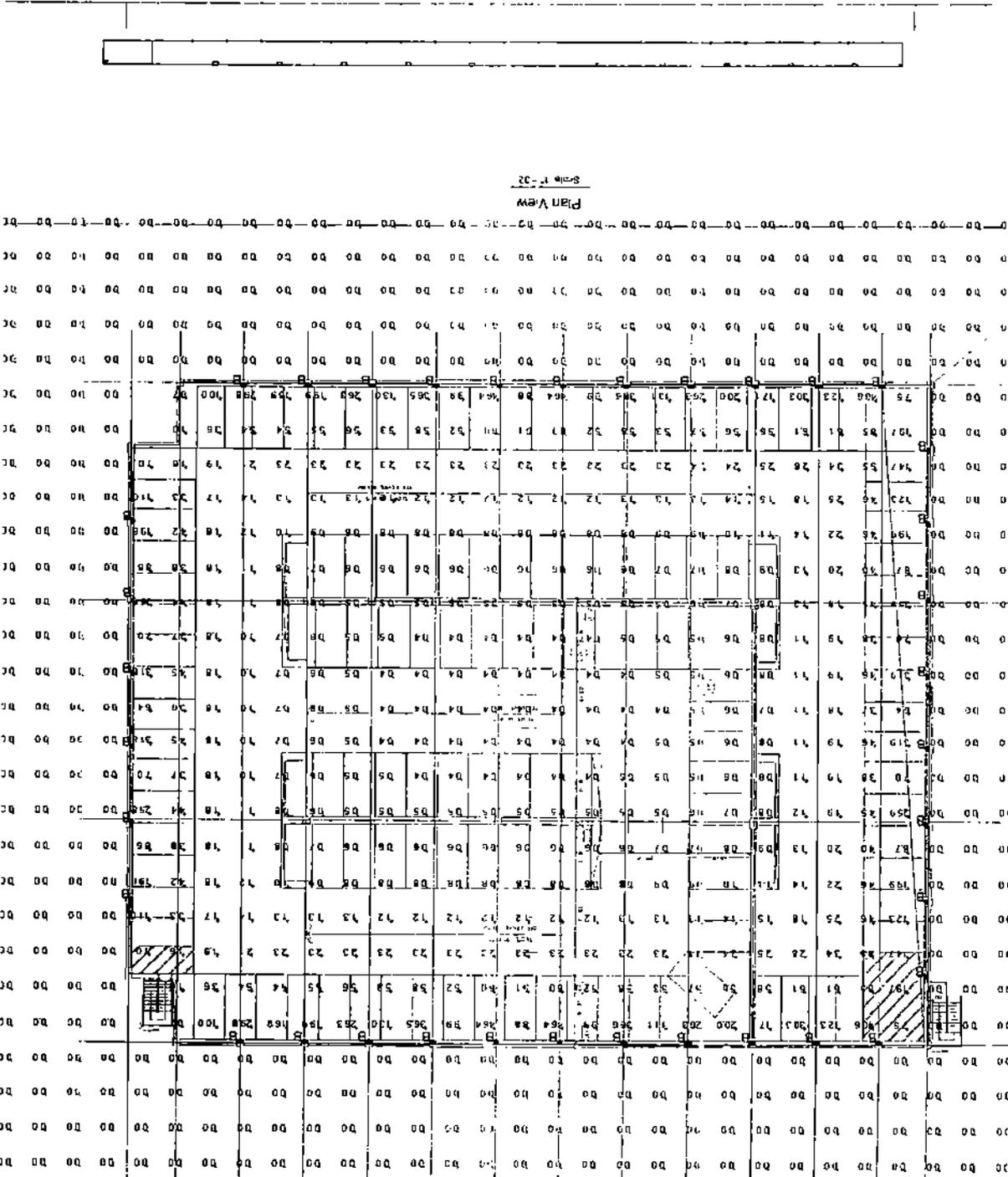
Photometric Study - 1640 Newport Blvd.

PROPOSED MEDICAL BUILDING

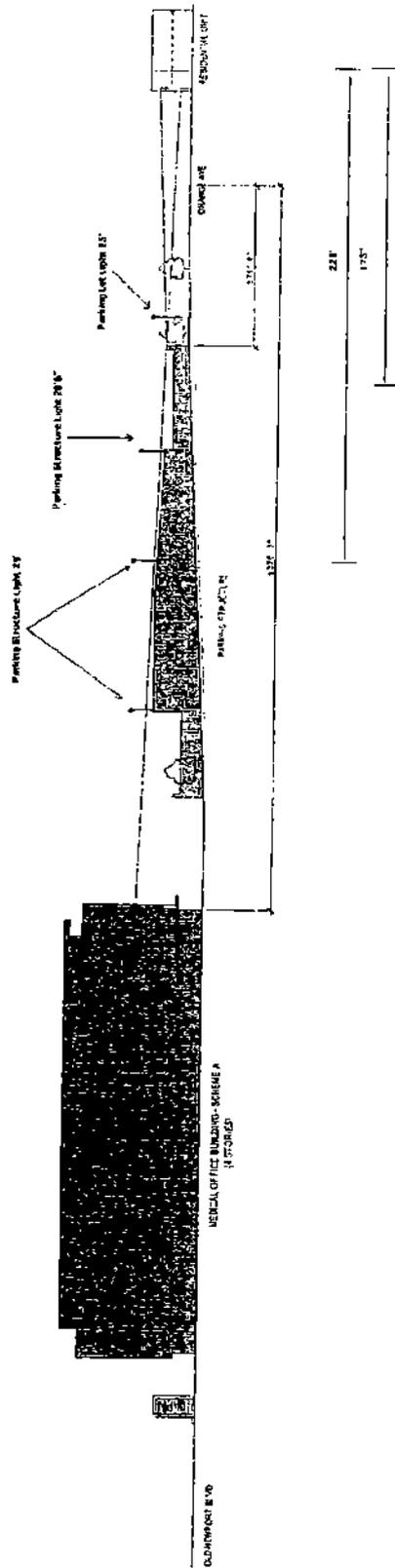
Symbol	Label	Qty	Category Number	Description	Lamp	File	Lumens	LLF
B	LITTONIA TWRZ	36	200M SCWA	GENERAL PURPOSE BUILDING MOUNTED	VENTURE MS	LH10414 MS	19000	0.81

NOTE: VALUES LESS THAN 1.0 ARE NOT ACCEPTABLE

South Elevation
Scale 1" = 32'



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CROSS SECTION
EXHIBIT 5

22A-05-077

ATTACHMENT 5

**CONDITIONS OF APPROVAL AND MITIGATION
MEASURES**

CONDITIONS OF APPROVAL FROM ZA-05-61

Plng.

1. The conditions of approval for PA-02-36/ZA-05-17 are still applicable and attached as Exhibit "A".
2. The maximum number of compact parking spaces allowed is 29, and all 29 spaces shall be distributed throughout the parking structure.
3. This final design of the parking structure's north, south, and east elevations and lighting shall comply with the applicable mitigation measures contained in Final EIR No. 1051. The design of the final parking structure elevations and lighting plans shall be submitted to the Planning Division for review and approval.

Trans.

4. Submit parking striping plan for parking structure including provisions for a turn around at the top level.
5. Design of on-site drive aisles at Orange Avenue shall be coordinated with final approval of drive approaches on Orange Avenue as approved on off-site improvement plan and as approved by Transportation Services and the Fire Department.

EXHIBIT A

CONDITIONS OF APPROVAL FROM ZA-05-17

Plng.

1. The conditions of approval for PA-02-36 are still applicable and have been attached as Exhibit "A".
2. The parking structure shall be set back a minimum of 45 feet from the property line adjacent to Orange Avenue, which shall be composed of 20 feet of landscaping abutting Orange Avenue, a 20-foot wide, two-way driveway, and 5 feet of landscaping adjacent to the parking structure.
3. The site plan shall be revised to locate all handicap stalls as close as possible to the building entrance, under the direction of the Building Division.
4. The site plan shall be revised to landscape the following additional areas:
 - a. An additional 1 foot of landscaping shall be added to the 2-foot bumper overhang area for the 16 parking spaces located along the southern property line between Newport Boulevard and the trash enclosure and the 27 parking spaces located along the northern property line between Newport Boulevard and the approximate midpoint of the site.
 - b. The westerly side of the parking structure except in areas that must be paved for pedestrian access.
 - c. Pursuant to the Costa Mesa Municipal Code, canopy trees shall be installed throughout the parking lot area at the ratio of one tree per 6 parking spaces, with an average of 36 square feet of planter area provided per tree.

Trans.

5. All parking shall conform to City standards. Provide typical stall dimensions and detailed dimensions of all drive aisles of surface level parking and parking structure including ramp slope within parking structure. (Copy of ramp slope standard attached)
6. Provide detailed dimensions of entry and exit driveways at Orange Avenue including dimensions of island diverters.
7. Provide a minimum 35-foot by 10-foot turnaround area at the parking structure's drive aisle terminus to allow vehicles to exit the structure in a forward motion.

CONDITIONS OF APPROVAL FROM PA-02-36

- Plng.
1. The project shall comply with the project design features, conditions, and mitigation measures of Final Environmental Impact Report No. 1051 prepared for this project, as listed in Exhibit "C".

2. The approval of Final Master Plan (PA-02-3) shall be final once all necessary approvals (i.e., Final EIR No. 1051 certification, General Plan Amendment GP-02-06, and Rezone R-02-03) have been obtained and become effective.
3. The conditions of approval and ordinance or code provisions of Planning Application PA-02-36 shall be blueprinted on the face of the site plan.
4. *Deleted.*
5. Prior to the issuance of building permits, a lot line adjustment shall be approved and recorded. Proof of recordation shall be provided to the Planning Division.
6. Address assignment shall be requested from the Planning Division prior to submittal of working drawings for plan check. The approved address of individual units, suites, buildings, etc., shall be blueprinted on the site plan and on all floor plans in the working drawings.
7. Prior to issuance of building permits, applicant shall contact the U.S. Postal Service with regard to location and design of mail delivery facilities. Such facilities shall be shown on the site plan, landscape plan, and/or floor plan.
8. The property's ultimate finished grade level may not be filled/raised in excess of 30" above the finished grade of any abutting property. If additional fill dirt is needed to provide acceptable onsite stormwater flow to a public street, an alternative means of accommodating that drainage shall be approved by the City's Building Official prior to issuance of any grading or building permits. Such alternatives may include subsurface tie-in to public stormwater facilities, subsurface drainage collection systems and/or sumps with mechanical pump discharge in lieu of gravity flow. If a mechanical pump method is determined appropriate, said mechanical pump(s) shall continuously be maintained in working order. In any case, development of subject property shall preserve or improve the existing pattern of drainage on abutting properties.
9. To avoid an alley-like appearance, the driveway shall be developed without a center concrete swale. The Planning Division shall approve the final design.
10. Concrete wheel stops shall be installed 2 feet from the front edge of open parking spaces, or where applicable, landscape planters shall be increased 2 feet in depth to allow curbing to serve as a wheel stop.

11. Demolition permits for existing structures shall be obtained and all work and inspections completed prior to final building inspections. Applicant is notified that written to the Air Quality Management District may be required ten (10) days prior to demolition.
12. No exterior roof access ladders, roof drain scuppers, or roof drain downspouts shall be permitted.
13. Show method of screening for all ground-mounted mechanical equipment (backflow prevention devices, Fire Department connections, electrical transformers, etc.). Ground-mounted electrical and mechanical equipment shall not be located in any landscaped setback visible from the street.
14. The applicant shall submit final exterior elevation schemes and material samples of the office building and parking structure to the Planning Division for pre-plan check review and approval. Once the exterior elevations and materials have been reviewed and approved by the Planning Division, the exterior elevations shall be incorporated into the plan check drawings. The easterly elevation of the parking structure (which faces Orange Avenue) shall be enhanced with a combination of architectural treatments and landscaping to improve the parking structure's appearance.
15. Cornices and other architectural elements shall be wrapped around to the side and rear of building facades
16. Non-deciduous canopy trees a minimum of 36-inch box in size, shall be planted along the easterly property line (adjacent to Orange Avenue) in sufficient number as to buffer and screen the development from the adjacent residential properties. Tree species and number shall be reviewed by the Planning Division and indicated on the landscape plans
17. Street setback landscape planters shall be mounded to a high point of at least 24 inches with approved turf and/or ground cover on the street side front half of the planter and shrubbery plantings and trees on the back half.
18. The loading/unloading area shall be screened with landscaped berms and shrubs.
19. Wall-mounted lighting shall not be permitted along the easterly (rear) parking structure elevation unless required by Uniform Building Code and/or governing agencies.

20. Loudspeakers, public address and/or paging systems, and two-way radios shall be prohibited outside the building.
21. All delivery trucks shall access the site from Newport Boulevard frontage road and shall be prohibited from using Orange Avenue.
22. The construction superintendent(s) shall meet with City staff to review the operational conditions and restrictions in this final master plan, as it relates to site demolition and construction, prior to the commencement of work.
23. Location for any on-site crushing of concrete and/or asphalt shall be located as far from residentially-zoned properties as possible and shall be approved by the Planning Division and the Building Official.
24. During construction, the stock piling, loading, and unloading of construction materials such as, but not limited to, steel girders, loading/unloading trucks, moving equipment (such as mobile cranes), shall be located as far from residentially-zoned properties as possible and shall be approved by the Planning Division and the Building Official.
25. During construction, truck routes (on- and off-site) shall be steered away from residential areas. The use of Orange Avenue is prohibited.
26. Complaints regarding noise related to the violation of any of the above operating conditions and restrictions shall be immediately remedied by the applicant.
27. The applicant shall contact the Planning Division to arrange for an inspection of the site prior to the release of occupancy. This inspection is to confirm that the conditions of approval and code requirements have been satisfied.
28. Construction, grading, materials delivery, equipment operation or other noise-generating activity shall be limited to between the hours of 7 a.m. and 8 p.m., Monday through Friday, and between the hours of 8 a.m. and 6 p.m. on Saturday. Construction is prohibited on Sunday and federal holidays. Exceptions may be made for activities that will not generate noise audible from off-site, such as painting and other quiet interior work.
29. Maintain the public right-of-way in a "wet-down" condition to prevent excessive dust and remove any spillage from the public right-of-way by sweeping or sprinkling/
- 29a. Submit a storm run off study showing the method of draining this site and tributary areas without exceeding the capacity of the public drainage facility, and provide method of removing all pollutants prior to entering the public storm drain system.

- 29b. Hours of business operation for the medical office building shall be restricted to only Monday through Friday, 7a.m. to 6 p.m.
- Transp. 30. Relocate/remove all affected utilities and street trees located in the public rights-of-way to accommodate proposed driveways.
31. Applicant is hereby advised that no removal of trees from the public right-of-way will be permitted without specific approval from the Parks and Recreation Commission and compliance with mitigation measures as determined by the Commission to relocate the trees and/or to compensate the city for the loss of trees from the public right-of-way. Conditions of the Parks and Recreation Commission must be incorporated onto the plans prior to plan approval. The approval process may take up to three months; therefore, the applicant is advised to identify all trees affected by the proposed project and make timely application to the Parks and Recreation Commission to avoid possible delays.
- Police 32. A list of security recommendations has been provided by the Police Department for the applicant's consideration.
- Fire 33. Due to the size of the building and the nature of its use, the Fire Department recommends that a fire sprinkler system be included in the medical office building.



CITY OF COSTA MESA

P.O. BOX 1200 • 77 FAIR DRIVE • CALIFORNIA 92628-1200

DEVELOPMENT SERVICES DEPARTMENT

**FOR ATTACHMENTS NOT INCLUDED IN THIS
REPORT, PLEASE CONTACT THE CITY CLERK'S
OFFICE AT (714) 754-5121**